

CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

TOPIC Koethen Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 2 September

REFERENCES

25X1

PAGES 3 ENCLOSURES (NO. & TYPE) 2 sketches on ditto

REMARKS

This is UNEVALUATED

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1. The following air activity and aircraft were observed at Koethen airfield between 9 July and 10 August 1954:

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9 July. During the morning, 21 MiG-15s and U-MiG-15s were counted at the field. Seven of the aircraft were parked at the northern edge of the hangar area and 14 at the take-off point. Two radio trucks including one with an antenna, about 3 meters high, and the other with an antenna mast, about 10 meters high and moored to the ground by guy wires, were seen at the eastern end of the runway. At 0900, a MiG-15 or U-MiG-15 towing a sleeve target took off. Shortly afterward, nine aircraft of the same type followed. These aircraft and additional planes which took off during the morning, headed north and disappeared from view. All of the aircraft were fitted with auxiliary fuel tanks. They returned to the field after about one hour.

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About 1045, take-offs were made by two elements which also included 2 U-MiG-15s. The aircraft were flying in elements of two dived from an altitude of about 1,500 meters on a target in the vicinity of the field. Shortly before starting the dive, the engine was considerably throttled. Subsequently, the aircraft would fall off on its left wing at an angle of about 70 degrees. It pulled out of its dive at an altitude of about 500 meters and then made a horizontal flight. The dives were repeated several times and the aircraft landed individually after about 30 minutes.

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21 July. At 0700, all the hangars at the field were closed. About 0800, the two eastern hangars were opened and 18 MiG-15s or U-MiG-15s and 1 biplane were towed out of these hangars. About 1000, eight MiG-15s or U-MiG-15s were towed out of the western hangar. This is the first time in quite a long while that this hangar has been observed to be occupied. It could not be observed whether the latter hangar still housed other aircraft or not, the doors to this one as well as to the two eastern hangars, were closed immediately after the aircraft had left. The aircraft were parked in front of the hangars. No air activity was observed between 1000 and 1400.

26 July. Night flying by MiG-15s and U-MiG-15s was observed from a far distance. Two aircraft with their position lights lighted were simultaneously seen aloft. A directional searchlight was in operation during air activity.

2 August. During the morning, 15 MiG-15s and U-MiG-15s were counted at the field. Three yellow MiG-15 dummies were seen between the two eastern hangars. Throughout the day, there was no air activity except for a take-off at about 1100 by a biplane which headed toward Zerbst. After nightfall, MiG-15s and U-MiG-15s individually practiced flying at an altitude of 1,500 to 2,000 meters.

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3 and 4 August. Individual flights were made by MiG-15s and U-MiG-15s.
10 August. At 0800, all of the hangars were closed and no aircraft were seen at the field. At about 0900, some MiG-15s and U-MiG-15s were towed out of the two northern hangars. No air activity was observed. 1

2. The AA gun emplacement in the southeastern corner of the field was still occupied by 6 x 37-mm AA guns. A lean-to roof was being constructed over a truck, possibly a radio truck, parked in the southeastern section of the field. A tent for EM was also being rigged nearby. 3 Truck moved to the field. 25X1

3. The following air activity and aircraft were seen at the field between 14 July and 13 August: 25X1

14 July. Air activity was conducted although the weather was rainy. During the afternoon, a MiG-15 or U-MiG-15 was observed in the hanger area. 25X1

20 July. During the afternoon, there was air activity including flights in formations of four. About 1600, a MiG-15 or U-MiG-15 towing a sleeve target was aloft. After nightfall, air activity continued and included firing at towed sleeve targets. One of the aircraft seen during the afternoon A Li-2 landed at the field during the course of afternoon. 25X1

22 July. In the afternoon, there was a closed ceiling and windy weather. Between 1700 and 1800, no air activity was observed. Maintenance work was being done on eight MiG-15s or U-MiG-15s in front of the two eastern hangars. Two MiG-15s or U-MiG-15s and one radio truck with umbrella-type antenna were seen in front of the western hangar. 25X1

The sodded landing field was being moved by a moving machine towed by a tractor. Some soldiers were engaged in removing sand from the rails of the spur track. 25X1

23 July. Throughout the day and also at night, air activity was conducted. During the afternoon, a formation of four MiG-15s or U-MiG-15s made attacks on a towed sleeve target. Soviet soldiers still did work on the spur track approximately in line with the gap in the fence. 25X1

26 July. There was air activity during the night.

27 July. Throughout the day, flights were made including firing at towed sleeve targets.

28 July. Between 1600 and 1730, there was no air activity. Six and 20 MiG-15s or U-MiG-15s respectively were parked in front of the western hangar and in front of the two eastern hangars. 25X1

30 July. Between 1030 and 1145, firing at towed sleeve targets was conducted. Three MiG-15s and U-MiG-15s were simultaneously aloft. 25X1

Twenty-two MiG-15s were parked in front of the two eastern hangars. 25X1

2 August. During the late afternoon, no air activity was conducted although there was sunny weather. Air activity started at about 1900 and continued until after midnight. Searchlights were in operation.

3 August. The first take-off was made about 0600. Air activity involving two MiG-15s or U-MiG-15s continued throughout the morning. 25X1

5 August. Air activity was conducted during the morning and discontinued during the noon hours. About 1200, five MiG-15s or U-MiG-15s were parked in front of the western hangar and 14 in front of the two eastern hangars.

6 August. There was air activity during the morning. Between 1630 and 1745, no flights were made. Swept-back jet aircraft observed at the field included 13 which were dispersed at large distances south of the destroyed hangar and 21 in front of the two eastern hangars.

11 August. Between 1630 and 1730, no air activity was conducted. Some aircraft parked in the hangar area were being pushed into the hangars.

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12 August. During the afternoon, a total of 30 MiG-15s and U-MiG-15s were counted at the field. This number supports the assumption that the aircraft strength has been considerably increased here. Between 1430 and 1600, no air activity was observed.

13 August. At 0700, 10 MiG-15s or U-MiG-15s were seen south of the destroyed hangar. These aircraft were apparently still parked there from the night, since no activity was seen at the field. Twelve tank trucks without trailers were parked aft of the aircraft. About 0800, there was activity near the aircraft 3 of which were being refueled. About 0830, air activity by MiG-15s and U-MiG-15s was started and continued during the noon hours. 1

4. On 11 August, the radio truck with an umbrella-shaped antenna located between the revetments in the northeastern corner of the field was being taken out of operation. The antenna at the right front side had a rigid mounting. A soldier who stood on the right front fender or wheel snapped down the telescopic antenna. It was observed that the umbrella-shaped upper section extended from the soldier's breast to the top of his head and was estimated to be 50 or 60 cm. The radio truck had a two-axle trailer which was shorter and lower than the truck. On 12 August, a side wall of the trailer was folded upward and equipment, similar to a shelf, was seen inside. 4
5. In early August, aircraft apparently with a new yellowish paint were seen between the two eastern hangars. On 13 August, source determined by means of field glasses that the aircraft were five wooden dummies which were not painted but had the natural color of wood. Source remembered that, approximately in late July, lumber of good quality had been unloaded which was then believed to have been for repair work on the fence. This lumber apparently had been used for the construction of the dummies. 2
6. A Soviet Air Force officer from Koethen airfield ordered at a German firm in Koethen, the construction of a 70-cm-high octagonal table with four legs. On four sides, one field telephone each was to be installed, on two sides a loudspeaker, and on the two other sides one drawer each. The table was to be covered with a glass plate under which a map was intended to be laid. The plate and legs were to be taken off. In addition, an order was given for a desk with a slanting top section which had a number of holes in it. Underneath the slanting and perforated lid was a wooden pedestal for the attachment of small bulbs. 5
1. Comment. Since about 23 July 1954, Koethen airfield has additionally been occupied by the fighter regiment from Welzow airfield. The aircraft of the two regiments at the field are separately parked in the two eastern hangars and in the western hangar. 25X1
2. Comment. The aircraft dummies are reported for the first time from Koethen airfield. It is believed that they are to be used as target representation. 25X1
3. Comment. This AA gun emplacement has repeatedly been reported. 25X1
4. Comment. The radio truck with an umbrella-shaped antenna, which is probably used for VHF radio traffic, was previously reported for the first time. 25X1
5. Comment. For sketches of table and desk, see Annexes 1 and 2. It is believed that the table is to be used by a fighter control headquarters. 25X1

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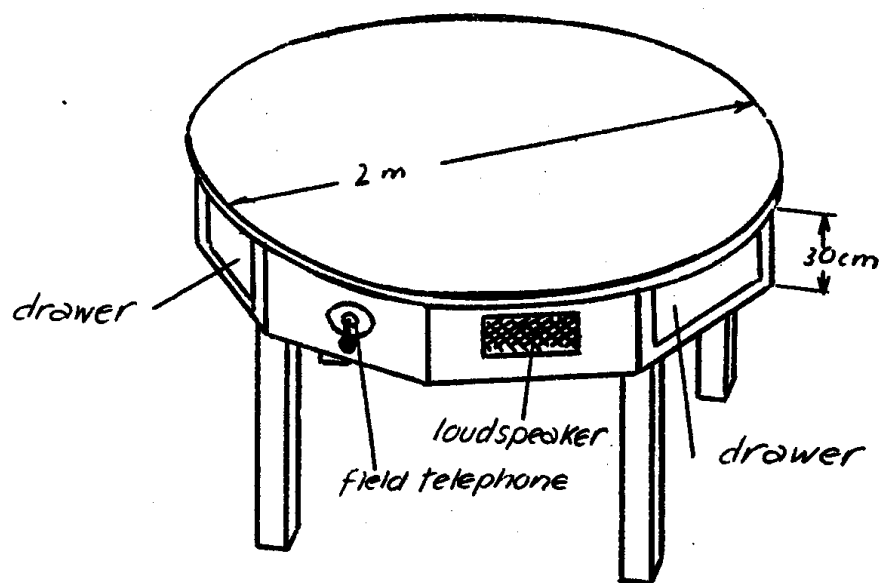
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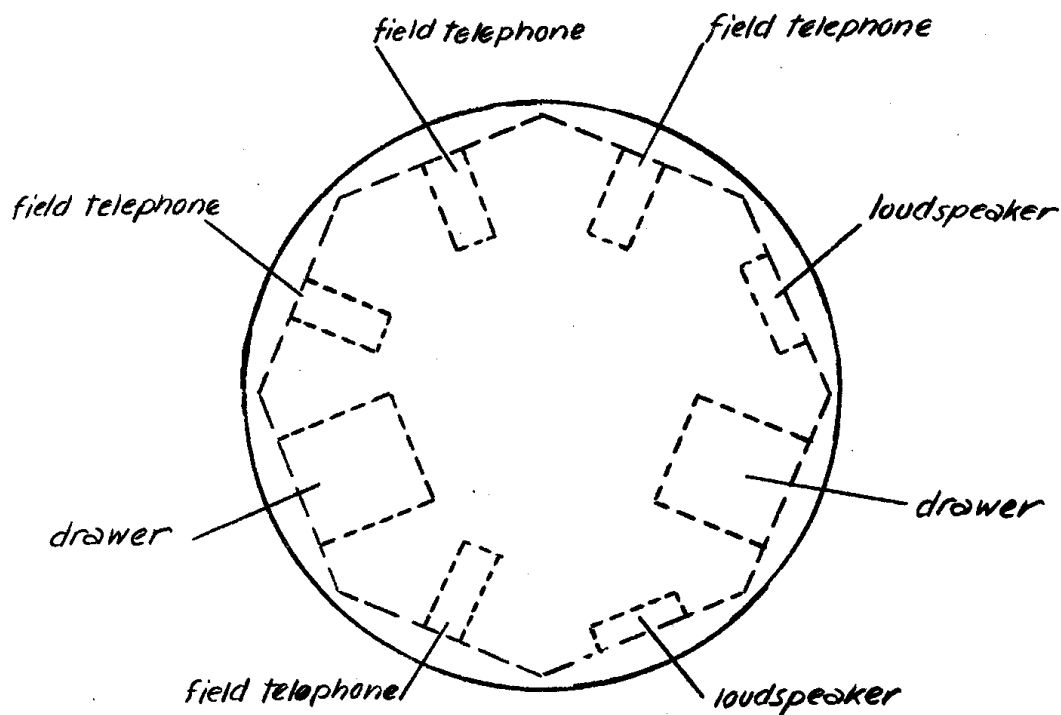
Annex

Table Ordered by an Air Force Officer from Koethen Airfield

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top view



not to scale

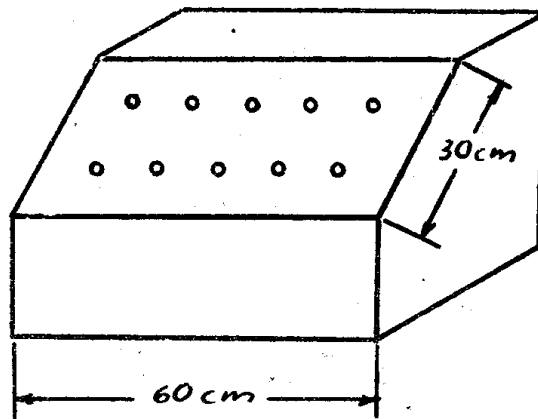
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Annex 2

Desk Ordered by an Air Force Officer from Koethen Airfield

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